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AROUND THE LAKES.

CLEVELAND.

Captain Eber Ward, of Detroit, was in the city yesterday.

The Seamen's Union will have a grand picnic at Dahlers on the 23d inst.

Captain Jerry Murphy, an old lake man, but who retired some years ago, was in the city yesterday.

The propeller George Spencer arrived here yesterday morning. She took her consort, the David Dows, to Lorain and returned.

The schooner Pathfinder, which sprung aleak on Saginaw Bay Monday night, was towed to this port by the Bob Hackett and went on up the river. The master of the Hackett kept mum.

The tug Gladiator, Captain Swartwood, left this port with the schooners J. I. Case and Thomas Parsons for Escanaba. The Gladiator will probably assist in raising the Quebec if her services are required.

Mr. John Bartow, of the firm of Moore & Bartow, who has been seriously ill a number of weeks, is again able to give his attention to business, and Captain Moore feels relieved, as he has had more tonnage than he could readily handle.

The Globe Iron Works are building an engine and boiler for the new lumber barge now under construction by Mr. Lingell at St. Clair for M. S. Quayle. The engine is compound, 27 and 50 by 36-inch stroke, and the boiler 11 feet in diameter and 17 feet long.

The life saving crew, Captain C. Goodwin, was under arms on Monday night during the prevalence of the fiercest gale of the season, ready to render any aid necessary. Fortunately they were not needed for any serious contingency. They assisted, however, in keeping the yacht Cora from going ashore.

At the Globe dry dock the propeller Pacific is getting new companion ways, the Vienna a new foremast, crosstrees, and trestle trees, and the schooners Scotia, Hamilton J. Mills, barge Potomac, and tug Gladiator some slight but necessary repairs. The propeller Republic will get a new wheel and one of the Winslow's boats some repairs.

A libel was filed in the United States District Court on the 4th instant by A. A. Pinet, of East Saginaw, Mich., against the steam tug Patrick Henry. The action is brought to recover $700, claimed as the amount of damages resulting from a collision between the barge Matilda, in tow of the tug Record, and a mud scow in tow of the tug Patrick Henry, on the 16th of June last, in the Cuyahoga River, above the Central way bridge.

At Mr. Radcliff's yard the schooner Rival, recently purchased by Captain Hearn's, after having her bottom overhauled while on Smith's dock, received a new centerboard box, new keelsons, new mizzenmast, and refastening with through bolts; also all necessary running gear was replaced. It is probable that she will rate in the A's, as her frames were found unusually sound. It is likely that she will go to Sandusky to load wheat for Buffalo and bring up coal.

The schooner Camden, Captain H. Cummings, dismasted in the gale on Monday night on Saginaw Bay, arrived in tow of the Waldo Avery. The tug Patrick Henry towed her to her dock, where she will discharge her cargo, when a survey will be held by Mr. Radcliff and others. Her damages will probably foot up to $5,000, and consist of her main mast broken off at the deck, foremast below the crosstrees, and the mizzen top mast; also forty-nine stanchins, monkey rail on both sides, all of the fore, main and part of the mizzen rigging, all of the running gear and halliards, and two tow lines. The Camden was a crack sailer, and valued for insurance at $23,000.

At Grover & Sons, ship chandlers, letters are awaiting for Captains J. E. Gotham, 2, Fred Green, 2; John Connor, 2; Ben Callahan, 2; E. A. Skinner, Young, of the Tuttle; Talbot, L. Stough, M. W. Gotham, Ed. Hewett. Sailors—E. K. Smith, 2; Frank Aufret, Col. Faulkner, Will Moore, Ben Kendright, Henry Root, C. L. Smith, Wm. A. Silver, Albert Robertson, 4; Mell Alger, William Pritchard, R. A. Webster, Frank Bevens, Will Smith, Anthony Leland, Frank Scherman, Henry Hunter, John Redmund, W. H. McKinley, Lewis Madison, Frank Morgan, Wm. Pringle, John Sprink, Wm. Alger, Andrew Stitch, August Anderson, August Ames, C. M. Gibert, Geo. A. Woodward, and John A. Ellis.

One of the fiercest midsummer gales ever experienced here struck with full force about 5 o'clock Monday evening. As it had been threatening all through the day, however, sail craft were all well prepared, and no disasters are to be reported. The propeller Continental, with her consort Magnetic, had cleared for the upper lakes early in the afternoon, but about 5 o'clock were compelled to come back. The Magnetic came to anchor about a mile out, and the Continental came into the river. The Avon, bound from Buffalo to Chicago, arrived about 5:30 o'clock, and put in here for shelter. The V. Swain and Erastus Corning also stopped here. The Swain's tow, however, the Maxwell and John O'Neill, went on under sail to Ashtabula Harbor. The wind blew steadily and strongly from the west and increased in violence from 10 a. m. It apparently reached its height about 6 p. m.

OSCODA.

Special to the Marine Record.

The propeller Kalkaska arrived here on Friday morning, took on 750,000 feet of lum- at Pack, Woods & Co's. dock and left the same evening for Cleveland. Talk about handling lumber, where can they beat this, which is a common occurrence here.

The barge Mary Stockton is getting part of a load of lumber at Saginaw and will finish here at Pott's dock for Sandusky, with lumber to go on the market.

The propeller Cleveland and consort, Old Concord, loaded at Potts' dock Friday for the Sturtevant Lumber Co.

The propellers Missouri and tow and Ogemaw and tow, and Roanoke and tow left this port Friday night bound for Chicago.

The work of dredging the various mill slips is progressing finely.

The fire tug Laura Gibbs has received and placed in position one of those elegant, soul stirring, and ever howling monkeying bird whistles.

The pile driver Mocking Bird, of Bay City, lying in the river just below the bridge, burned to the water edge on Friday night. The owner of the driver was seriously burned about the head in trying to save his personal effects.

The barge Saginaw loaded at Prescott's dock on Thursday for Cleveland.

The tug John Nice is working at Tawas and vessel men trading there will find the Nice (nice) people to deal with.

The steam yacht Magna, of Detroit, with a party of Saginaw excursionists bound for Lake Superior, passed here last Friday afternoon.

Dockwallopers working on the Old Concord on her last trip here, quit work twice on account of the skipper having Bay City men at work. They went to work again on the captain discharging the intruders. H

SAND BEACH.

The wind blew a living gale on Lake Huron on the 3d shifting from northeast to northwest. The scow Moore, bound down from Pinconing to Detroit with lumber, was brought into the harbor last night water logged, but with the assistance of the life saving crew here they have pumped her out so she is ready to proceed. The schooner Young America came in leaking badly and also required their assistance.

BAY CITY.

Special to the Marine Record.

There is some talk here of following the footsteps of the Lake Michigan steambarge owners looking to the forming of an association to maintain living freight rates. A large number of owners here and in Saginaw are in favor of such an organization, and by a little pushing on the part of some of the more energetic ones the desired point could undoubtedly be reached.

The frame of the new schooner at James Davidson's ship yard are all up.

Captain Thomas Arnold, the veteran ship builder, is now superintendent of James Davidson's extensive shipyards at West Bay City.

The steam yacht Cora K. D. has been taken to Point Lookout, where she will endeavor to earn an honest penny.

The tug Florence has gone to Hesterman Island after a lighter.

Captain George King's tug George B. Dickson has been handsomely painted up in black and yellow trimmings.

The propeller Bay City encountered a heavy squall in Saginaw Bay. The barge Seminole lost her rudder and the barge Jesman sprung aleak. The propeller Bay City ran back to the city with the disabled barges for repairs.

Manager Armstrong, of the fire patrol boats, is talking of building a fine passenger boat during the coming winter, of which the machinery of the tug C. M. Fairier will constitute the motive power.

The trial of Captain John Powell, of the barge Racine, who knocked out a dock wholloper with a capstan bar recently, will be tried August 6 on the charge of intent to do great bodily harm. The wholloper will probably recover.

Captain John Quinn, master of the barge Mary Stockton, states that on his last trip to Sandusky his craft was made to rate B1 straight, and now the boys can all talk. But he gets there all the same. "Nuff sed."

A large number of barges have already tied up at this port.

The strike on the Saginaw River will undoubtedly have a tendency to advance the price of lumber, from the fact that all the lumber cut here after August 15 will probably remain on the docks, as it will be too green to ship, and will not be available for the fall trade, A number of buyers have been here during the week, and you may rest assured we are going to have better times before thirty days.

The steamship C. F. Curtis and tow came in Monday morning from Buffalo.

The following crafts are now lying in ordinary in the Saginaw River: Barges Sylvia Morton, Joseph, C. L. Hutchinson, Buckeye State, General Burnside, Atwater, Furguson, Bolton, Star of the North, Jupiter, C. Spademan, Tim Baker, Emue, Matilda, H. Keye, J. E. Sparrow, Wm. Vannetta, Dolphin, Harvest, Golden Harvest, Iosco, Theo. Perry, St. Clair, Pacific, and Walbridge; Propeller Lowell; tugs Anna Molles, Sea Gull, T. M. Moore, Emerald, Challenge, Harley, Tempest, Ella Smith, Peter Smith, S. S. Rummage, A. F. Bartlett, James Davidson, Toledo, Waldo Avery, Jordon Beebe, Willie Browne, Giant, James Hay, Robert Boyd, Robert Weideman, Jessie P. Logie, Florence, Daisy Lee, Laketon, and L. Westover.

Dredge No. 6, of the C. S. C. line, will relieve No. 3, now working at the mouth of the river. She is to be supplied with a new steel boiler at Robert Weideman's shop at Saginaw, after which No. 6 will be taken to Hay Lake for work on the government contract there. No. 8 leaves the river Wednesday in tow of the tug Stickney, Captain Warren Fuller, for the St. Lawrence River.

SHAW.

CLAYTON.

Special to the Marine Record.

The scull race between Hanlon and Hosmer as Cazenovia Lake, three and one-half miles, was won by Hanlan in 17 m. 49s Hosmer led for one and a half miles and it was close until within 150 feet of the close when Hanlan forged ahead and won.

The ferry Westminster, plying from Alexander Bay to Westminster park, had to haul off to repair flues in her boiler on Monday.

The fine yacht Lotus, owned by Mr. Averill of Ogdensburg, built at Detroit by Mr. John Oades, was up on Thursday.

The steam yacht Lucile, of Bristol, R. I., passed down the river last week. She made the run from Oswego to the river at a sixteen mile rate. She is a beauty.

Last Friday morning, as the steamers St. Lawrence and Passport were passing Central Park, the Passport leading, Captain Estes sounded his whistle to pass, but burly Englishman would not answer him, as he thought the Passport was speedy enough to keep out of the way, as the river was narrow at that point. Captain Estes closed the gap however, and further down showed what the propelling power of the St. Lawrence was by taking the dock away from him in good shape.

The steam yachts are all very busy. Those who contemplate taking a summer trip should visit the St. Lawrence river; they would be amply repaid. The river at night is a grand sight. From a point above Clayton to Alexandria Bay, it displays myriads of lights, the different parks and cottages all being illuminated. Mr. Rose, of Cleveland, has just completed a fine cottage and the steamers all pass but a few rods from his island. B

PORT HURON.

A. N. Moffat, manager of the Star Line of steamers, tendered the students and teachers of Fort Gratiot Normal School, a free ride to Detroit on steamer Idlewild. The offer was accepted and the whole school went.

A report has been current in Sarnia for some time that W. F. Taylor will soon be appointed harbor master at that port. Taylor's appointment, if it has been brought about, is due to Jas. Loughead's influence with the Dominion government, and people are set to wondering what effect it will have upon the ferry warfare.

EAST TAWAS.

The tug James Reid, assisting the tug Winslow in towing a raft of 3,000,000 feet of logs from Lake Superior to this place, left the Winslow off Oscoda last night and made this harbor with a broken gib and key. The Champion left here with Temple Emery, to whom the raft is consigned, and several others on board to render assistance to the Winslow if necessary, but finding her all right below Fish Point returned. The Champion is waiting the weather to leave for Buffalo with a large raft.

The steam yacht Mayflower took a party of excursionists out on the bay, bound for Point Lookout, but, owing to a heavy sea, Captain Andrew Downey turned back, causing dissatisfaction to her owner, Captain Alex. Abar, who claimed that the boat should have made the trip. Captain Downey left the boat here, and made complaint that the boat had neither license or life preservers. An investigation by a customs officer revealed plenty of life preservers; also a license. The Mayflower will remain here awaiting the arrival of Captain Gurney, of Detroit, to take charge. Captain Downey left for Detroit on the steamer Saginaw Valley.

The schooner Camden, in tow of the Waldo Avery, had her mainmast, mizzen-top-mast, and fore-top-mast carried away in the gale of Monday. They got away for Detroit at at 5 a. m., Tuesday.

The tug Winslow has gone to the relief of the schooner Foster, ashore and full of water at Forester.

MARITIME LAW.

THE LEE AND CARGO—DERELICT BARGE—SALVAGE.

Circuit Court, E. D. Louisiana, December, 1884.

Pardee, J.

The libelants found the barge Lee, worth about $1,000, with a cargo of cotton-seed, worth about $900, adrift, with no one on board and apparently derelict, in the port of New Orleans. The wind was high, danger signals were out, the current was strong, and the barge was drifting toward and near to several steamboats moored head on to shore, but lying with their sterns well out in the stream. There was no owner or apparent searcher for the barge in sight. The libelants, two of whom were out in a yawl, and one on shore, succeeded in getting a line aboard the barge, and with the help of others aboard the steamboat Warren, with some difficulty and risk, checked the barge, and hauled her in, tied her up in safety, so that she did no damage to herself nor to the other shipping near. When the owner, after about 20 minutes, came for his barge the libelants claimed a reward for their services, which was promised, but afterwards, when the barge had been removed, although the libelants remained aboard, it was refused, and (according to the weight of the evidence) refused with opprobrious and insulting language, whereupon the libelants retained possession of the barge and cargo and brought their libel for salvage.

It seems that the barge Lee belonged to the steamboat Alberto, and shortly preceding its being found adrift was moored alongside of the Alberto, near the Cromwell Line landing; that the steamboat New Orleans, of that line, in swinging out to start on her voyage, collided with the barge, crowding it upon the Alberto, and endangering that boat by pushing her on the wharf to such an extent that the master of the Alberto cut the barge adrift and whistled for assistance. Several tugboats responded after more or less delay, but first gave assistance to the Alberto in rescuing her from her dangerous position on the wharf, and afterwards one of them was sent after the barge, which had meanwhile drifted with the current of the eddy and the force of the wind up near the shipping, just below the head of Canal street, where it was rescued by libelants as aforesaid.

The libelants' demand for compensation is resisted on the grounds that the barge was neither derelict nor in danger, and that the services of libelants were not valuable, but were officious, without warrant and authority, and were for the purpose of fleecing and extorting money from claimants. From the evidence I conclude that the barge was not derelict, but was in danger of damaging itself and of doing great damage to other shipping; and while the libelants were no doubt actuated with the hope of reward, they rendered service in good faith with sufficient warrant, and the service so rendered was valuable. That the services were rendered with a view to reward ought not to prejudice the libelants' claims in a court of admiralty; for, as is so well said by Mr. Justice Bradley, "salvage is a reward for meritorious service in saving property in peril on navigable waters, which might otherwise be destroyed, and is allowed as an encouragement to persons engaged in business on such waters and others to bestow their utmost endeavors to save vessels and cargo in peril." See Sonderburg v. Towboat Co. 3 Woods, 145.

The answer charges that the libelants know the circumstances under which the barge was turned adrift, and that she was not abandoned, and particularly alleges that she was in no danger; but these charges are not supported by evidence. Under the principles that govern courts of admiralty in salvage cases, I am unable to see any sound reason for withholding compensation in this case. The claimants should have complied with the promise of the master of the Alberto, and paid or tendered a small sum at the outset, and the court would have sustained the tender; but as the claimants, instead, have resisted, largely increasing the expenses of libelants, and at the same time have unjustly vilified them, I feel it my duty to make such allowance as will be really compensatory for all but the vilification.

A decree may be entered awarding each of the libelants $25, and condemning the claimants and their surety, on the release bond, to pay the same, together with all costs in the case.

COLLISION—STEAMERS AND BARK—MISTAKE AS TO LIGHTS—FLARE-UP—BLUE LIGHT—PILOT SIGNAL.

District Court, E. D. New York. January 6, 1885.

Benedict, J.

The cause of the collision which gave rise to these actions was the opinion formed by those in command of the steamer that the lights exhibited by the bark were the lights of a pilot boat desiring to put a pilot on board the steamer, when in fact the lights were those of a bark holding her course. The night was dark, but good for seeing lights. The bark exhibited a flare-up light, which was seen by those in charge of the steamer in abundant time to avoid the bark, and from that time the lights of the bark were watched with the aid of glasses as well as with the naked eye by several competent persons on board the steamer, including the master, and all supposed the light to be the flare-up of a pilot boat until the bark was too near to enable the steamer to avoid the collision.

The case is not one of an inattentive lookout on the steamer, but one where the look out saw the light, and was misled by it; and the question of the case is whether the opinion that the approaching vessel was a pilot boat, which was formed and acted upon by those in charge of the steamship, was justified by the circumstances. If so, the steamship cannot be held in fault.

In addition to the flare-up light shown, the bark carried a green sidelight. This light was seen by those on board the steamer, but not until it was too late to correct their mistake in regard to the character of the approaching vessel, and when collision was inevitable. The testimony in regard to the green light of the bark, in connection with evidence of the lantern itself, warrants the conclusion that the light was so dim as to render it invisible to the steamer at a distance sufficient to enable the steamer to avoid the bark. This condition of the bark's green light is of itself sufficient to prevent a recovery by the bark.

But another fault on the part of the bark also appears. It is proved, and not disputed, that when the bark displayed her flare-up light to the steamer, the steamer burned a blue light. This blue light was seen on board the bark, and replied to by a flare-up. It was not a fault in the bark to display the flare-up that was displayed before the blue light was burned, but it was a fault to display a flare-up after the blue light of the steamer was seen, for the blue light was notice to the bark that her flare-up had been taken by the steamship to be the flare-up of a pilot. It was also notice to the bark that she was seen by the steamer. There was no need, therefore, for the bark exhibiting the flare-up a second time, and the action of the bark in answering the steamer's blue light with a flare-up was, under the circumstances, equivalent to notice from the bark to the steamship that the approaching vessel was a pilot boat, intending to put a pilot on board the steamer. In this way the mistaken opinion of those on board the steamship was confirmed by the bark, when, as I cannot doubt, the absence of a reply to the steamer's blue light would have corrected the mistake and prevented the collision.

It is said that the steamship, even if she supposed the approaching vessel to be a pilot boat, had no right to run her down; but, the steamship, led by the bark to believe that she was a pilot boat desiring to put a pilot on board, had the right to come close to the supposed pilot boat, and to believe that the pilot boat would also draw near to her, and to assume that any one of that active class of vessels would co-operate with her in the effort to bring the vessels close to each other in safety. When, therefore, the steamship burned a blue light and slowed down, and changed her course nearer to the supposed pilot boat, and stopped her engines and backed on discovering her mistake, she did all that it was possible for her to do under the circumstances to avoid running down the bark, and was guilty of no fault.

My conclusion therefore is that the collision in question was caused by fault on the part of the bark, and not by fault on the part of the steamer.

Let the libels be dismissed, and with costs.

RIVER AND HARBOR IMPROVEMENTS.

LAKE ERIE.

Major L. Cooper Overman, Government engineer in charge of works in the Cleveland district, has made his annual report to the chief of engineers of the army. After giving a history of the improvements in Cleveland harbor Major Overman says respecting operations during the last year: The quantity of earth removed by dredging during the past month has restored a good channel for full width, with a least depth of seventeen feet from the lake to the railroad bridge at the upper end of the piers. A description is given of the repairs to the decking and crib work of the piers, as well as the engine, boat house, and the settled portion of the breakwater damaged in November, 1883, a contract for which was made with John Stang, of Lorain, O. The amount expended during the fiscal year on piers and breakwater by hired labor and purchase in open market was about $3,200. At the close of the fiscal year ending June 30, 1885, the piers were in fair repair and the breakwater in fair condition, and withstanding very well the action of the storms. Some slight repairs are needed to both piers and to breakwater, which will be done during August and September of the present year. Major Overman gives a short history of the proposition to change the plan of the breakwater, and the favorable action of a special board of engineers sent last year to examine into the matter, but the approval of Congress was needed before the change of plan could be legalized, and on this subject he says: "To the bill prepared by the committee on rivers and harbors of the House of Representatives making appropriation for the fiscal year ending June 30, 1886, an amendment to the clause relating to Cleveland harbor was made, sanctioning the proposed change. This bill failed to pass, so that no action was taken towards making the $400,000 of the act of July 5, 1884, available towards completing the breakwater upon the approved plan. As the Forty-ninth Congress does not assemble until December, 1885, the sanction deemed necessary cannot be obtained before the end of the year 1885, and no active work will be practicable before March, 1886, thereby resulting in a loss of over two years' time in completing the harbor of refuge. The original estimate for the harbor of refuge was $1,800,000. About $800,000 has been expended, and five sixths of the original plan is completed. The proposed change of plan is estimated to cost $440,000, so that the harbor of refuge, with an eastern breakwater, can be completed for about $500,000 less than the original estimate." Major Overman recommends that the amount to be appropriated for completing the improvement either according to the old plan, $300,000, or the new plan, $400,000, be voted by Congress in one allotment, as it can be profitably expended during the fiscal year ending June 30, 1887. The balance on hand July 1, 1884, when all outstanding contracts were completed, was only $19,239.73,—too small a sum to invite proposals for continuing the breakwater this season. Hence there has been no work done during the fiscal year ending June 30, 1885. The harbor of refuge as originally planned would, if completed, be about one mile long, and offer an area of 180 acres for anchorage, the depth in 140 acres of which will be from 17 to 29 feet. The proposed change would give about 300 acres of harbor room, and about 250 acres with the maximum depth. The total expenditure for the fiscal year ending June 30, 1885, including repairs, dredging, contingencies, etc., was $18,104.44. Total appropriated to July 1, 1885, for the breakwater and harbor is $900,000, of which sum $795,072.85 has been expended to June 30, 1885, less about $80,000 for repairs to piers, dredging, etc., for the harbor proper.

Touching Fairport harbor, after speaking of the poor progress made and delays in completing existing contracts, the report says that during the last fiscal year the sum of $4,837.76 was expended, and it is expected that the balance of the appropriation of July 5, 1884, will be exhausted by August 1, 1885. At the close of the fiscal year there was a good channel of sixteen feet depth around the bar, and to the west of the northerly line of entrance to the harbor, while in the direct channel there is but fifteen and one half feet depth. Between the piers there was a good sixteen foot channel. The sum of $50,000 is required for the completion of the existing project, and $30,000 can be profitably expended during the fiscal year ending June 30, 1887.

Of Ashtabula Harbor, Ohio, the report says that by the end of November the remainder of the appropriation of July 5, 1884, will be expended under existing contracts. The sum of $80,250 is required to complete the improvements, and $77,550 can be expended during the fiscal year ending June 30, 1887.

At Conneaut, Ohio, no work was done during the last three fiscal years, and none is comtemplated this season, as there are no funds available.

The Dunkirk, harbor the report says, has not kept pace with other harbors on Lake Erie, and it is doubtful if with improvement that would give a sixteen-foot depth, trade would seek the port to an extent to justify the necessary expenditure. Attention is called to the lighting of the harbor, which is now very bad and hazardous for navigation; $60,200 is needed to carry out a plan of improvement for the harbor.

At Rocky River, $3,000 can be expended in repairs to the piers. For Black River there was expended during the last fiscal year $10,151.21, leaving only 36 cents available on the 1st of the present month. Thirty thousand dollars is needed to complete the existing project.

At Vermillion it is deemed unwise to make any extensive improvement until the commerce of the port demands it; $14,000 would be needed if any improvement were undertaken. As Huron is one of the best natural harbors on the lakes, it will be proper, if the commerce of the port increases, to extend the piers, which are now in bad condition; $15,000 could be expended if the improvement were undertaken. Sandusky River, in its present condition, answers all demands of the commerce navigating it. Nothing but dredging has been done at Sandusky city. Improvements to the extent of $10,000 could be made with profit. The commerce of Port Clinton is so small that it is not considered absolutely necessary to continue the improvement there, though $44,000 would be needed to carry on the work. At Toledo $27,643 was available July 1, 1884. This amount has been expended with the exception of $253 in carrying out the work in progress. The engineer in charge asks for $160,000 next year to complete the work. For the straight channel improvement, $25,000 was appropriated by the act of July 5, 1884, but the same was not used during the last year for the reason that as the work will cost nearly $2,500,000, and occupy five or six years before completed, the engineer in charge says the work should not be commenced before a sum is appropriated bearing due proportion to the ultimate cost; otherwise the annual loss would increase the estimated cost, and the $25,000 available would be obliterated by the elements before another appropriation can be obtained.

LAKE MICHIGAN.

D. W. Lockwood, Captain of Engineers, U. S. A., has submitted his annual report on the improvement of harbors on Lake Michigan. During the last fiscal year $31,217 has been expended on the improvement of Michigan City harbor, Ind., leaving $17,718 available. The work to be done comprises the completion of the new east breakwater pier and the construction of the west exterior breakwater. It is estimated that $450,000 will be required to complete the improvement and that $250,000 of this amount can be profitably expended during the current fiscal year.

The sum of $6,288 has been expended on the improvement of Charlevoix harbor and entrance to Pine Lake, Mich., leaving $4,820 available. It is estimated that $50,000 can be profitably expended during the next fiscal year in extending the south pier three hundred feet and in completing the work in progress. Captain Lockwood estimates that $115,000 will be required to complete the work.

An appropriation of $50,000 is asked for Frankfort harbor, Mich., for the coming fiscal year, and $80,000 is estimated as necessary to complete the improvement. There has been expended during the year $2,993, leaving $4,654 available.

For the improvement of Portage Lake harbor, Mich., $9,074 was expended during the year, and $9,003 remains available. The improvement contemplates a channel entrance to Portage Lake, 370 feet wide with a depth of eighteen feet of water. It is estimated that $197,500 will be required to complete the work, and that $150,000 can be expended during the next fiscal year.

Only $928 was expended on the Manistee harbor, Mich., during the past fiscal year, leaving $11,740 available. The improvement of this harbor consists in extending the piers and have a dredged channel connect Lower Manistee river with Lake Michigan. An appropriation of $50,000 is asked for and it is estimated that $102,700 will comple the work.

On the improvement of Ludington harbor, Mich., $13,478 was expended during the year leaving $4,345 available. It is estimated that $55,000 will complete the work, and that $40,000 can be profitably expended during the next fiscal year.

The expenditure during the year on White River harbor, Michigah, was $6390, and $6373 remains available. The improvement contemplates a dredged channel two hundred feet wide. The report says $94,225 will complete the improvement, and an appropriation of $50,000 is requested.

For Muskegon harbor, Mich., last year's expenditure was $7,268, and $17,559 remains available. The improvement of the channel has for its object an increase of width from 185 to 300 feet, which will cost $118,625, of which $100,000 can be profitably expended during the next fiscal year.

The sum of $41,760 remains available after this year's expenditure of $9,568 on the harbor of Grand Haven, Mich. The permanent completion of this harbor involves the extension of the present piers so that vessels can enter during any weather. It is estimated that this will cost $210,000 of which sum $150,000 could be profitably expended during the next fiscal year.

There has been expended $11,941 on Black Lake harbor, Mich., during the past fiscal year. An appropriation of $20,000 is asked for, which, it is expected, will complete the projected improvement.

The amount available for the harbor of South Haven, Mich., after an expenditure during the past fiscal year of $1627, is $8714. To complete the improvements the piers should be extended and those already in position made sand tight. This will require $82,500, of which $40,000 is asked for the next fiscal year.

On St. Joseph harbor, Mich., only $368 has been expended, leaving an available balance of $20,015. The estimate says $31,015 will be required to complete the work, and recommends an appropriation of that sum.

LAKE SUPERIOR AND UPPER MISSISSIPPI.

Chas. J. Allen, Major of Engineers, U. S. A., in his report upon the reservoirs at the headwaters of the Mississippi river says:

The three completed dams had impounded, by the close of the fiscal year, over and above what was allowed to flow during the fall and winter months and during March, April, May and June, 24,000,000,000 cubic feet of water, a quantity which equaled expectation for that time. This having been achieved once, can be achieved again, but as far as effects upon the channel are concerned from the discharge of the impounded water it can only be said that the public must not expect from three reservoirs the same results as from the entire number contemplated. The system as originally reported upon provided for forty-one reservoir dams in Minnesota and Wisconsin. Five hundred and eighty-five thousand dollars has so far been appropriated for these works and $508,776 expended, the balance being now available. In addition, Major Allen estimates that $150,000 can be profitably expended next fiscal year. He also submits an estimate of $50,000 for surveys for reservoirs at the sources of the Mississippi, St. Croix, Chippewa, and Wisconsin rivers.

Major Allen submits the following estimates of amounts which can be profitably expended during the fiscal year ending June 30, 1887: For the Mississippi river above St. Anthony's Falls, $15,000 for the Chippewa river, Wisconsin, $30,000 for the Chippewa at Yellowbanks, Wis., $30,000; for the St. Croix River below Taylor's Falls, Minnesota and Wisconsin $26,450; for the Red River of the North, Minnesota and Dakota, $45,000; for the harbor at Duluth, $125,000; for Superior Bay, $50,000; for the harbor at Grand Marais, $40,000; for the construction of a dam at Goose Rapids, Red River of the North $100,000.

LAKE HURON.

Lieutenant Colonel Poe, having in charge the improvement of rivers and harbors in Michigan, has made his annual report to the chief of engineers. He recommends that the channel at the Lime Kiln crossing be made 400 feet wide instead of 300 as at first contemplated. In the Saginaw river it is proposed to secure a channel of 200 feet in width, with a depth of fourteen feet from Saginaw Bay to Bay City, and twelve feet thence to the head of the river, a distance of about twenty-three miles. Hay Lake channel, in the Sault Ste. Marie River, Colonel Poe says, should be deepened to twenty feet. He thinks fully seven years will be occupied in accomplishing this result, and it will be well to remember that the improvement will not become available until the whole is completed." A large appropriation is recommended for the improvement of St. Mary's Falls Canal and river between Lakes Superior and Huron. The increase in tonnage he says, urges in the strongest way that the work of preparing to take care of a commerce greater than the present canal and lockage system could accommodate shall be entered upon without delay. The St. Clair Flats Ship Canal is used by nearly 40,000 vessels a year, carrying 20,000,000 tons. It is proposed to widen and deepen the channel. Appended is a tabulated statement showing the amount of money available the amount asked for the next fiscal year, and the amount required to complete the work:

Rivers and Harbors.	Available.	Asked for.	Required.
Detroit River	$149,385	$167,986	$ .....
St. Clair Flats Canal	.....	153,298	153,298
Clinton River	.....	32,926	32,926
Lake Huron harbor of refuge	24,522	100,000	100,000
Saginaw River	8,500	165,800	371,000
Au Sable harbor	4,900	.....	.....
Thunder Bay harbor	4,785	10,000	10,000
Hay Lake channel	124,207	500,000	2,334,155
S. Mary's Falls Canal	.....	250,000	1,750,000
Drydock, St. Mary's Falls Canal	.....	150,000	328,872

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LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, June 28 1885, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express	*8 20 A M	*8 45 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 35, Buffalo Ac'm via Sandusky	†10 30 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 30 A M	†10 50 A M
No 12, N Y & B Fast Express	*2 20 P M	*2 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No 23, Mich Express via Sandusky	*2 15 A M	
No 3, Chicago Express via " "	§6 05 A M	6 30 A M
No 25, Mich Accom Norwalk	.....	†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 30 P M
No 5, St Louis Ex via Sandusky	*10 30 A M	*10 40 A M
No 9, Chi Pac Ex via Norwalk	6 15 P M	*6 45 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, §daily, except Monday.

A local Cleveland and New York sleeper daily on No. 12, leaving Cleveland at 2 45 p. m.; arrive Grand Central depot, New York, 10 30 a. m

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Following is the time in effect June 28, 1885, and until further notice:

EASTWARD.	Arrive.	Depart.
Buffalo Accommodation	*10 40 A M	*10 45 A M
Chicago Accommodation	*9 02 P M	.....
Local Freight	*11 45 A M	*12 15 P M
WESTWARD.	Arrive.	Depart.
Chicago Accommodation	.....	*6 45 A M
Fostoria Accommodation	*4 46 P M	*4 51 P M
Local Freight	*12 20 P M	*12 50 P M

ROCKY RIVER ACCOMMODATION.

Depart—*7:45 a. m., *1:35 p. m., §10.50 a. m., §5.45 p. m., §1.35 p m.

EUCLID ACCOMMODATION.

Depart—*6 24 a. m., *9:10 a. m., *5:05 p. m., §8 45 a. m., §12.15 p. m., §4 25 p. m.

*Daily except Sunday. §Sunday only.

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Gen'l Passenger Agent,

LEWIS WILLIAMS,
General Manager, Cleveland, O.

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Commencing Sunday, November 23, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 3, Columbus, Cincinnati & Ind Ex	9:00 A M
No. 23, Galion & Wheeling Express	6:50 A M
No. 9, Col., Cin., Ind & St. Louis Ex	*6:50 P M
No. 5, Col. Cin., Ind. & St. Louis Express	*12 25 P M
No. 27, Galion & C.L & W. Acc	3:30 P M
No. 29, Massillon & Ulrichsville Ex	4.30 P M
	Arrive.
No. 8, Col, Cin, Ind. & St. Louis Exp	*6:40 A M
No. 20, Uhrichsville & Massillon Ex	8:55 A M
No. 2, Col. Cin. & Indianapolis Express	9:50 P M
No. 14, St. Louis, Ind., Cin. & Col. Ex	*4:45 P M
No. 22, Galion Acc	9:20 A M
No. 26, Wheeling Accom	4:15 P M
No. 4, Col., Cin. & N. Y. Express	1:15 A M

Trains marked * daily, all other trains daily except Sunday

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O. B. SKINNER, Traffic Manager.
A. J. SMITH, General Passenger Agt.,
CLEVELAND, OHIO.

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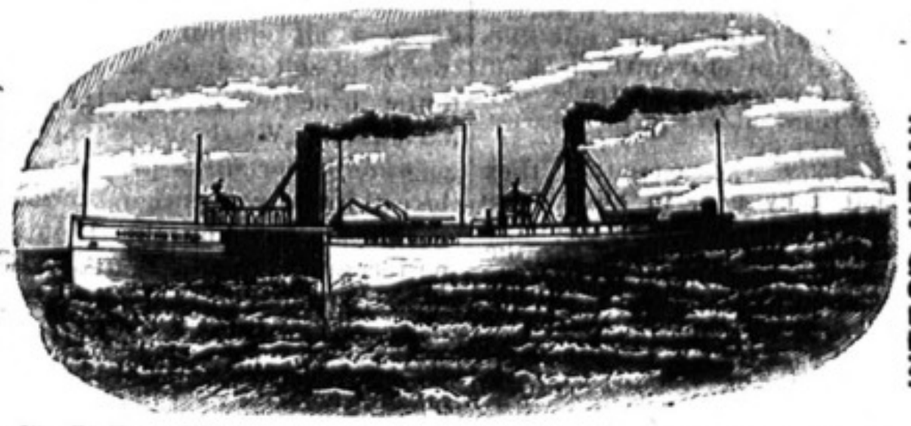
TUGS. MOCKING BIRD, JOHN MARTIN, FRANK MOFFAT,



TUGS. ADMIRAL PORTER, KITTIE HAIGHT, RIVER QUEEN.

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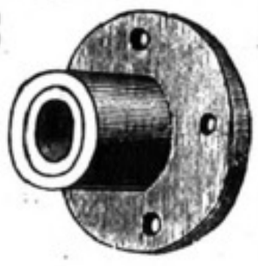

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SEND FOR MARINE LAW BOOK

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, July 29, 1885.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended July 25, 1885:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
106,371	.....	Sc.	Abram, E. C.,	11	10.45	New Orleans, La.
106,372	.....	Sl.	Annie May,	6.42	6.10	Patchoque, N. Y.
106,374	.....	Sl.	Amos C. Barstow,	5.52	5.24	Providence, R. I.
85,894	.....	Sl.	Gov. Lowry,	40.79	38.79	Pascagoula, Miss.
76,588	.....	Sc.	Joker,	14.05	13.35	Bay City, Mich.
76,590	.....	Sl.	Josephine,	9.76	8 65	Trenton, N. J.
91,781	.....	Sl.	Mary Pace,	7.79	8.84	Portsmouth, Va.
20,595	.....	Sl.	Qui Vive,	13.30	12.63	Baltimore, Md.
145,408	.....	Sl	Topsy,	6.90	6.55	Cedar Keys, Fla.
145,409	.....	Sc	T. C. Bennett,	10.43	9 91	Cambridge, Md.
81,076	.....	Cat.	Wallie A. Silsbie,	6.24	5.92	Patchogue, N. Y.
			STEAM VESSELS.			
106,373	.....	St. s.	Ada Barrett,	21.43	10.72	Buffalo, N. Y.
76,589	.....	St. p.	J. K. Graves,	96 72	96.72	Stillwater, Minn.
91,780	.....	St. y	Maverette,	.....	.70	Rochester, N Y.
91.782	.....	St. s.	Mary,	27.98	13.99	New York, N. Y.
130,340	.....	St. p	Nashua,	2554 65	1800.97	Providence, R. I.
130.341	.....	St. p	Novelty,	20.55	27.93	Cairo, Ill.
155,117	.....	St. y.	Ontario,	.....	53	Rochester, N. Y.
150.354	.....	St. y.	Pollywog,	12.35	8.05	New York, N. Y.
110,679	.....	St. p.	Reliance,	70.31	70.37	Portsmouth, O.
116,055	.....	St. y.	Sunset,	.....	.55	Rochester, N. Y.
			UNRIG'D VESSELS.			
54,476	.....	C. Bt.	Peter McGinnis,	132.27	125.66	Oswego, N. Y.
61,110	.....	Barge.	Victoria,	41 02	41.02	Buffalo, N. Y.

JARVIS PATTEN, Commissioner of Navigation.

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Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

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CLEVELAND, OHIO, THURSDAY, AUGUST 6.

BUFFALO ELEVATORS.

The Lake Carriers Association, in following up the policy for which it has been organized, has recognized the fact that the Buffalo elevators in their exorbitants charges for handling grain conduce much to wipe out the small profit of carriers, and are therefore proper objects for immediate attention. Last season these elevators, offered as a pretext for the exorbitant rates charged by them, that the royalty they were obliged to pay on the use of the steam shovels necessitated the high rates then prevailing, and vessel men were moved to use their influence in defeating the extension of the patents on the shovels, in which they were successful, as those patents had already been extended several times. But it appears to-day that this action on the part of owners has given them no permanent relief.

It was hoped by some that the new elevating company, talked of some months ago, would really become a matter of fact and succeed in breaking the elevating ring, but that has apparently been abandoned for reasons outlined in these columns last April. Every move made heretofore in this direction has proved abortive for the fact that the old combination has acquired everything in the shape of elevators that has had the temerity to loom up against its sky, and consigned to idleness the machinery which was to be used to bring them to terms.

The Lake Carriers Association now promises to accomplish the desirable end of bringing about a reduction of charges, and correspondence has passed between the managers of the association and the Western Elevating Co. The association asks for a reduction of 50 per cent, which the company refuses to grant, but agrees to a rebate of 25 per cent, with certain strictures attached, which show that the apparent concession is simply a dodge and evidences the fact that the company will not give up its advantage until it is compelled to. What line of action the association will now bring to bear we cannot say. Appended is the correspondence:

To the Executive Committee of the Western Elevating Company:

Dear Sirs—At a meeting of the board of managers of the Lake Carriers' Association, held at Buffalo on Thursday, 23d inst. the undersigned were appointed a committee of the board to consult with the Western Elevating Company with a view to securing a reduction in the shoveling and elevating charges. We respectfully submit that in view of the present deplorable depression in the lake carrying trade it is but fair that the elevating interests, which are so closely connected with our lake commerce, should bear their part in assisting this business to a living basis. We submit that the elevator charges remain on the same basis as in prosperous years, while the expenses of the elevators are lessened. Our request is this; that the charges for steam shoveling be reduced $1 per 1,000. We consider this request more than warranted by the present business conditions and trust that it will be received in a spirit of equity and fairness and that a wisely liberal policy will insure prompt compliance on your part.

W. P. HENRY,
DAVID DONALDSON,
FRAND PEREW,
JAMES ASH,
Committee L. C. A.

Buffalo, July 25, 1885.

To this the elevator authorities reply as follows:

Gentlemen—Your communication of the 25th inst. asking that in view of the present depressed condition of the lake crrrying trade a reduction of $1 per 1,000 bushels be made to vessels, is received.

After carefully considering your request our executive committee have instructed me to say that by their recent action in reducing the storage to one half the usual rate they have shown already a liberal spirit and have made a large concession to the trade, and their action has resulted in a large increase in the movements of grain.

While recognizing the fact that they should do what they can, in view of the great depression in the carrying trade, to assist in bringing about a change for the better, still they do not see how in justice to the interests they represent they can consistently assent to your request.

They have, however, in view of the conditions of business referred to above—although believing that any reduction will accure to the benefit of the Western men and not to the vessels—resolved to allow to the vessel owners a rebate of 50 cents per 1,000 bushels on grain elevated by us during the month of August, providing that your association advise us that this reduction will be accepted as a satisfactory conclusion of the whole matter.

The above proposition is based on the present rates of elevating being maintained, and in case they are not our committee reserves the right to cancel this agreement at any time. Yours,

P. G. COOK, Jr.,
Buffalo, July 31. Sec. W. E. Co.

This reply was referred to the Board of Managers of the L. C. A., who instructed their committee to decline this offer and renew their original request.

As we have said the time has come when this evil should be abated, when an aggressive influence should be brought to bear against this ring, and it is to be hoped that every vessel owner will unite in the righteous move just inaugurated by the Lake Carriers' Association, for the lower the price of wheat and corn the larger the proportion which is taken by the elevators. If satisfactory results can not be obtained by the means adopted by the association of Lake Carriers, it would be well to go before the New York state legislature and push to an issue the measures which failed last winter by reason of half hearted support. As the Supreme Court has decided that state legislatures have the necessary jurisdiction, and power to regulate extortionate charges of warehouse, we suggest the propriety of prefering such charges against the elevating ring before the state legislature and belive in ultimate success if they are well sustained.

WORK OF THE UNITED STATES ENGINEERS.

On another page will be found reports of several of the United States Engineers, having jurisdiction over improvements of lake harbor and rivers. These reports are very full and the recommendation urged by them, if followed to completion, will give lake men first class facilities for the conduct of their business. But, as has already been discovered, after having made reports, showing the present condition of government work, advising improvements, estimating cost and elaborating plans of proceedure, all of which is done in an intelligent and masterly way, combining eminent engineering skill and sound common sense, the engineers are powerless to bring the matter to an issue before Congress and lake traffic suffers in consequence. The early days of Congress are wasted in political wrangle over indifferent topics and those matters of interest to the prosperity of the whole country left to take the chances of the last day. All are aware that such was the history of the last Congress. The bill for the improvement of rivers and harbors was handicapped by several objectional measures either of which involved the expenditure of millions of dollars, but not one of which was essential and had no ligitimate place on the bill to which they were tacked as riders. The result of the delay to act on a just and comprehensive river and harbor bill until the last days of Congress made that bill a vehicle upon which to ride all the jobbing schemes that had failed in the early days for want of individual merit. These truths were placed before the men interested in lake navigation through these columns at the time and an urgent appeal made that they look to it that their interests were not defeated for lack of influence and united action. The same factors which led to the defeat of the recommendations of the engineers and consequently the cessative of lake harbor improvements, last year obtain to-day; the same forces are at work, and it would be well if the marine interests of the lakes should show a united front. We therefore urge, by all means, that a convention be called to meet at a central point to take the necessary action in the premises, and at the proper time make the influence of an organization representing millions of dollars felt.

It is of the utmost importance to the people of this country, especially to the people of the lake region, that these recommendations of eminent engineers, officers who are especially educated and fitted for the service in which they are engaged, be followed out in their unity. If the appropriations are broken up into disconnected parts it destroys all continuous and contiguous treatment and will not materially conduce to the benefit of our great system of lake navigation. We therefore think it an urgent and important measure, and trust that the call for a convention, urged in these columns, advocated by the Deluth Herald, and recognized as an essential to the success of the recommendations by every intermediate port be at once called, and steps taken to place these patent facts before Congress in the early days of the session.

OBITUARY.

The death of Captain R. B. Montague well known by all lake navigators, is announced as having taken place at Duluth on Sunday, the 2d inst., of heart disease. Captain Montague was born in Cazenovia, N. Y., in 1829, and while yet a boy removed with the family to Huron, O., where he made his home until about two years ago, when he moved with his family, consisting of wife, two daughters, and one son, to Duluth. His eldest son, Captain C. Z. Montague, last season master of the schooner Southwest, and this season mate on the George Sherman, remaining in Huron, where he married an estimable young lady in the spring of 1884. Deceased commeneed sailing when quite young, and by steady habits and ready seamanship soon attained to the position of master on one of Mr. A. P. Morey's boats, we think the Stalker, of Milan, which was afterward sold to J. C. Lockwood, of Milan, and Captain R. B. Montague then went into the service of Mr. Lockwood, for whom he sailed a number of years as master of the Jura, J. B. Wilbur, and one or two other good vessels. He was afterward in the employ of Mr. Thomas Axworthy, of this city, whose confidence and esteem he gained by industry and integrity. The last boat sailed by Captain Montague was the propeller St. Paul, and after thirty-seven years of active life on the lakes, he moved to Duluth, as we have said, and entered the vessel brokerage business as junior partner with Capt. John W. Miller. The partnership was, however, dissolved last fall on account of Captain Montague's dangerous illness at that time. During his residence in Duluth Captain Montague made many friends, all of whom sincerely regret his death. The remains were interred in Forest Hill cemetery at Duluth.

Last Thursday forenoon the tug Mocking Bird went over to Sarnia bay after a raft of logs belonging to Brooks, Joslyn & Co. While there the steamer Essex came alongside with a Canadian official, who stated that he seized the tug in the Queen's name. But not having the proper official documents to effect the seizure Captain Rattray refused to surrender, and came to the American side. The attempted seizure of the tug is attributed to the fact that the Mocking Bird assisted to get the Wissahicon off when ashore at Point Edward, a violation of Canadian wrecking laws.—*Commercial.*

The Kingsford works are making good progress with the engine for the Cogswell steam yacht now in process of construction at Goble & MacFarlane's west side yard. It is calculated to be one of the best of marine engines and will, it is thought, enable the yacht to reach a very high rate of speed. It is being built under the supervision of A. W. Smith, superintendent of the Kingsford works. It is a double cylinder yacht engine with 10¼ by 12 inch cylinders with balance valve, and is calculated to make 350 revolutions per minute. The material of the boiler is steel, forced combustion. It is confidently claimed that with this engine the yacht will reach 20 miles an hour.—*Oswego Express.*

[*Continued from 1st Page.*]

ERIE.

Tuesday evening propellers Thomas W. Palmer and Havanna and schooners Maxwell and John O'Neil, bound from Marquette to Ashtabula with ore, made this port in bad condition. All the vessels were leaking badly, and the two steamers had all hands at the pumps for thirty-six hours. The Palmer's cabin was crushed in. The O'Neil lost her foregaff and the others suffered much damage. The crew of the O'Neil are certain that there was a wreck off Erie, for as the sea rolled over their deck large timbers and decking were swept over them.

RACINE.

The wrecking tug T. T. Morford reached the stranded schooner Elgin near Racine point Wednesday and began to get the vessel off the beach. Lighters were procured here and before noon a large part of the Elgin's deck load had been removed. Captain Moody's intention is to discharge part of the cedar in the Elgin's hold if the vessel's safety is jeopardized, but he thought he could easily pull the schooner off the beach by merely unloading her deck cargo.

DETROIT.

Special to the Marine Record.

After a careful survey of the railway steamer Lansdowne her damages have been estimated at $13,000, and thereby hangs a tale. On a recent call at this port of the propeller Clarion she was libelled by the Grand Trunk Company in the sum of $21,000, and this, when it comes into court, will, in my opinion, prove to be one of the most important suits which have taken place for a long time past, as from the statements on either hand, it is one of the most mixed up affairs that has come within the notice of the oldest experts. The Clarion was promply bonded and proceeded on her voyage.

The controversy over the steamer Saginaw, since her departure from here and arrival at Chicago, was finally terminated by marshal's sale at Chicago on Thursday, when she was bought in by the White Star line, of this city, her original owners, for $5,400. Captain C. F. Moore, of this city, was immediately dispatched to Chicago to bring her to Detroit, and she is expected to arrive during the present week. She will have some alterations made and then put on an excursion route to and from various points at the head of Lake Erie, but for the time being this is a matter of conjecture, as possibly a resale may take place. While at Chicago she was re-examined by a well-known expert, and pronounced thoroughly seaworthy.

The work of raising the propeller Quebec has been recommenced under a new contract between S. A. Murphy and the underwriters, with a decidedly better show on Mr. Murphy's part, the sum now being $17,500 instead of $7,200 in the first instance, and renewed operations have already begun. The work of raising this steamer, it is thought, will be one of the most difficult in the annals of lake wrecking, and if successful it may be inferred that there is no such thing as failure in this line of business. She is at a depth of 135 feet, where there is a four-knot current, and is partially listed over. Six pontoons, capable of lifting 1,700 tons weight, and two submarine divers, with other forces, will be employed.

Unfortunately, if it may be so stated, the Sault River has been the scene of several casualties this season, which may be attributed to fogs and thick weather, and not bad management, for, as is well-known, none but experienced pilots can navigate that stream. The steamer Minneapolis, which left this port a few days since for Lake Superior, while descending the Sault River last Wednesday night on her return voyage, stranded in Hay Lake. Assistance was sent for at this port, as it is thought a portion of her cargo will have to be lightered.

After a considerable delay in tug owners getting together to solve the towing question, the subject was brought to a focus on Saturday at a meeting held at Captain Grummond's office, this city, where it was unanimously resolved to abolish the card rates, and for each tug to fix its own rate for either long or short distances. The rates heretofore fixed, Captain Grummond maintained, had not been lived up to in the meantime. Steambarges are reaping a harvest from this state of affairs. It is doubtful if in the future tugs will travel such long distances in search of tows, as by doing so their opponents are most usually found on the ground unless having through tows, yet these are few and far between. Owners of transient vessels these times care more to have them sail through the lakes, which makes a difference of only a few hours, and then if bound for Detroit a harbor tug is always convenient to tow them to that port or through to Lake Huron for $30 or $40. Yet the final solution of this affair will be that but few if any more tugs will be built, and those gradually passing away will have their machinery used for barges, for there can be no doubt the steambarge is here to stay, either for towing vessels and rafts or even wrecking, and far stranger things have happened.

The schooner Willie Keller, which sunk at Port Colborne some days since, and was repaired at Buffalo, arrived here on Friday with a cargo of coal.

These are hard times, notwithstanding there were forty-ene cargoes of lumber shipped at Alpena last week. Of this quantity 1,700,000 feet went to Chicago, besides 13,500 railway ties; to Buffalo, 1,362,000 feet of lumber; to Toledo, 1,095,000 feet of lumber; to Sandusky, 950,000 feet of lumber and 260,000 shingles; to Tonawanda, 590,000 feet of lumber; to Detroit, 540,000 feet of lumber; to Garden Island, Ont., 340,000 feet of lumber; to Lorain, 340,000 feet of lumber; to Cleveland, 250,000 feet of lumber. Total week's shipments, 7,167,000 feet.

The steambarge C. N. Pratt is lying idle at Windsor, not having been fitted out this season.

A new wheel was shipped at this port for the steamer Mascotte at Toledo, which is the fifth she has had this season.

The buoy on Starve Island, Lake Erie, which got astray, has been replaced by the United States lighthouse tender steamer Warrington.

But few of the skippers which this spring were minus of berths have been successful in getting places. There is a score or more here waiting for something to turn up, and they are a good lot.

Operations for the erection of a new lighthouse on Colchester reef have been commenced, and the first crib has been sunk in position by the contractor.

The schooner Mineral State, among others, has retired at this port for the present.

Freight rates continue without change, although the receipts of wheat are somewhat increasing—to Buffalo, 1½c; corn, 1¼c. To Ogdensburg, corn, 4c. The schooners George C. Finney, Belle Hanscomb, and William Shupe were chartered respectively at those rates.

The steamer W. J. Averell, laid up at this port, is being overhauled and repainted.

The barge Golden Rule, upward bound, sprung aleak Friday on Lake Erie while in tow of the steambarge Araxes, and on arrival here was taken into the Detroit dry dock.

The schooner Z. Y. C. M. A. has arrived at Chicago minus her jibboom. If it had been her name the loss would not have been felt and reporters much relieved.

Lake Michigan has become somewhat famous for false missions and the heralding of capsized and lost vessels, which, in numerous instances, prove groundless. The last exploded Saturday.

The scow St. Joseph has been partially reconstructed at Craig's shipyard, Trenton.

Timber continues to go forward from this port to Lake Ontario.

A raft moored at the lower end of the city, by some means got adrift on Thursday, but was overtaken by the tug Hercules and returned.

Captain Grummond and Mr. A. N. Moffat have just returned from a trip to Chicago, to which port they were on business matters.

The propeller John Pridgeon ran on Grassy Island early yesterday morning and was out two feet. The cause of the accident was by her rudder being disabled and her shoe gone. A tug and lighter was sent to her relief. The Pridgeon is bound down from Chicago.

S. A. Murphy, of this city, has just received a dispatch from the wreckers at the propeller Quebec stating that chains had been got under her, and the work of lifting her had been commenced.

The schooner Havana went ashore Sunday night at Forester, Lake Huron. The tug Mocking Bird has gone to her. The vessel is owned by J. C. Gilchrist, of Vermillion.

The schooner C. H. Burton met with a collision off Sand Beach Sunday, and has been taken to Sandusky by the tug Kate Williams.

The tug Mockingbird with John Tibbitts and two steam pumps and full wrecking outfit, under charge of Messrs. Quinn Bros., submarine drivers, has gone to assist the Havanna, ashore and full of water at Forestville, Lake Huron.

The propeller John Pridgeon, bound down, lost her rudder when near Ecorse, Detroit River, and ran hard aground on Ecorse Point. She is out two feet forward. The tug Crusader, with the lighter schooner Smith & Post, has gone to her assistance. The Pridegeon will be towed here for repairs.

The propeller Nyack reports the schooner D. Alverson, consort to Australasia, aground in the upper Sault River.

The steamer Wallula and two consorts are aground near the Churches. One of the vessels is minus her head gear. She passed the Waldo Avery and three vessels in Mud Lake.

Since the meeting of tug owners on Saturday afternoon, when the card was abolished for the remainder of the season, a number of owners have agreed to tow all vessels of 200 tons and over from lake to lake, or from Cleveland to Point aux Barque, and vice versa, for 40 per cent. less than old card rates. For vessels under 200 tons tug captains are authorized to make their own bargains. Under the new arrangement the following tugs will adhere to the reduction of 40 per cent.: The Moffat line fleet which consists of the tug Mocking Bird, John Martin, Frank Moffat, Admiral D. D. Porter, Kittie Haight and River Queen; tugs Sampson J. P. Clark, H. A. Ballentine, Stranger, Bob Hackett, Crusader, Sweepstakes and Jessie. For raft towing a reduction of from 50 to 60 per cent. has been made.

The steamer Saginaw will be lighted by electricity.

The steamer Iron Age and consort, San Diego, will lay up here as soon as they arrive from Ashtabula. HALL.

MILWAUKEE.

Special to the Marine Record.

The schooner Maria Martin has been stripped and laid up, and the schooner J. B. Merrit, M. S. Bacon, Three Brothers and Montana placed in ordinary.

The tug Andrew Smith was detained here with a broken stern bearing, and her three barges remain at anchor in the bay.

The tow of the tug A. J. Smith and schooner Construction were among the vessels sheltered in the bay The steambarge thomas H. Smith brought in a lumber-laden scow in a waterlogged condition. The steambarge Keystone and consort, J. G. Masten, arrived with coal.

Schooner Elgin, of Goderich, went ashore about ten miles north of Racine Sunday night, but on account of the heavy sea her crew of captain and seven men did not reach shore until the 4th. They have gone to Chicago. The vessel is full of water, and her upper works badly stove in. She is valued at $6,000.

Steambarge R. J. Hackett and consort William McGregor take ore from Ashland to Chicago, and the steamer City of Cleveland and consort Leonard Hanna and schooner Sweetheart, ore, Escanaba to Ohio ports.

BUFFALO.

Special to the Marine Record.

The grain cargo of the propeller William Edwards, and consorts the Golden Age and Charles Foster overran 282 bushels. These boats, taking advantage of the depressed condition of freights are all making repairs here.

All of the line boats, sixteen, tobe retired per agreement of the managers are now in ordinary at this port. The Anchor line has the propellers Philadelphia, Annie Young, Alaska and Gordon Campbell and schooners Allegheny, Annie Sherwood and Schuylkill; Union line the propellers Waverly, B. W. Blanchard, Dean Richmond, Newburgh and James Fisk; the Western line the propellers Chicago, Arabia. Vanderbilt and Montana. Besides these the Lehigh Valley line steamers Fred Mercur, H. E. Packer and R. A. Packer are also tied up here. Among the other vessels in idleness are the steamers J. B. Lyon and consorts J. M. Hutchinson and J. D. Sawyer and steamers Nevada and Oregon.

At the Union drydock the barge M. R. Warner is receiving some necessary repairs. She will take coal to Milwaukee as will also the steamer Fred Kelley.

The Union Steamboat Co. has taken the five story block at the corner of Main and Dayton streets, where their headquarters will be established.

Cpatain William Fletcher will take temporary charge of the new steamer Tioga, Captain Shannon having been called home by the serious illness of his wife.

The steamer C. J. Kershaw received a new wheel at the Union Drydock and the Queen of the West received general repairs and new steel arches inside.

The propeller Colorado had her wheel tightened at Mills dock.

R. P. Fitzgerald, of Milwaukee was in this port on the 30th. He has ordered his boats into ordinary until freights improve. They arrived light from Erie and Ashtabula on the 29th of July.

The large crib built in the Erie basin, to be sunk at the Bird Island pier, in connection with the trunk sewer outlet, was towed down Friday afternoon. It is 80 feet long 48 feet wide and 7 feet deep. Six of Hand & Johnson's tugs held it against the stream while being towed into place.

The Lake Carriers' Association has already shown their griet by demanding a reduction of $1 per thousand in elevator charges. The Elevator Association agrees to reduce 50 cents during August. In a meeting this was rejected as a mere dodge, and another demand will probably be made.

Believing that no advance in coal freights can be obtained for some days to come, a number of vessels which had been laid up, as noted in previous advices, have been chartered for Chicago at 50c. They comprise the steamer John B. Lyon and consort, J. M. Hutchinson, and steamer Wm. Edwards and consorts, Golden Age and Charles Foster. Beside these the propeller Nebraska was taken for the same port and the steamer Tacoma will take an up cargo for her owners. The total capacity thrown on the market is about 13,000 tons. There was some demand for Milwaukee tonnage, but none on the market.

Barge Minnight, lumber laden, in tow of the steambarge Benton, sprung aleak on Lake Erie, and became waterlogged in eighteen hours. The tow arrived Wednesday afternoon, and the Midnight was moored under the brerkwater to await the arrival of her owner from Bay City. She is uninsured. The barge Banner of the Hubbell's tow, which passed down to Tonawanda had eighteen inches of water in her hold at one time, but was cleared with her own pumps.

CHICAGO.

Special to the Marine Record.

The steambarge Missouri with consorts, the William Young and George Kelley, arrived at this port Monday morning, the first time this season, from Au Sable with lumber, and went on the market. They were out in Sunday's gale, but pulled through all right.

The steambarge Ogemaw, Captain T. J. Cowan, with consorts City of the Straits, William Brake, L. O'Neil, and C. C. Roberts, arrived Sunday night from Oscoda with with 2 400,000 feet of lumber. W. C. Penoyer and wife, Mrs. Innes and family, and T. F. Thompsons and his wife and family were on board for a pleasure trip, but some of them found the gale on Sunday too much for the equanimity of their stomachs and wished themselves at home.

Larsen Brothers, yacht and boat builders, have removed to foot of Illinois street, near the lake shore. Last Friday they launched the hull of a steam launch 31 feet long, 7½ feet beam, and 3 feet 3 inches depth of hold, built for C. P. Willard & Co., of this city. They have laid the keel for another steam launch for the same firm, 40 feet long, 8 feet beam, 3½ feet depth of hold, to be completed at once.

The schooner Evra Fuller, Captain Christensen, arrived Monday morning leaking badly from straining during the gale Sunday. She went into one of the Chicago Dry Dock Company's docks as soon as her cargo of lumber was unloaded, when it was found that one of her seams near her bow had burst open.

The schooner Arthur, Captain James Leisk, when laying at a dock between Twelveth street and Rock Island elevator, was run into by the barge C. G. King, in tow of the tug Ward, and had her jibboom, bow sprit, two catheads, and dolphin striker and stays carried away.

At Miller Brothers' shipyard the steambarge Albert Soper was in dry dock for a new wheel and a new shoe; the tug Success for a new wheel; the excursion steamer Adrienne for a new wheel; the schooner Florette to get a leak stopped; the barge R. J. Carney to have her bottom calked; the schooner Camanche to get repairs to her bottom and keel and a thorough overhauling; the propeller Cuba is getting a new engine room and compound and boiler house; the excursion steamer Ida in dry dock for a new stern bearing and bottom calking; the scow Nellie and Annie to be calked; the steambarge N. K. Fairbanks got a new windlass; the steambarge J. H. Shrigley some repairs.

At the Chicago Dry Dock Companys' the schooner Maid of the Mist was in dry dock for bottom calking; the schooner C. Harrison to get a leak stopped; schooner Evra Fuller for same; schooner H. G. Cleveland for survey and to get leak stopped; one of O. B. Green's flat scows was in for calking; the schooner William Jones got a new foremast head; the schooner Arthur a new bowsprit jibboom, two catheads, and Dolphin striker.

The schooner H. G. Cleveland, Captain Harry Parker, laden with iron ore from Escanaba, arrived at this port Sunday afternoon in tow of the Chicago. She sprang aleak off Grosse Point, and was full of water when she arrived. The tug Mosher, with her fire pump, went to her and pumped the water out, and she was put into dry dock for repairs.

The schooner Jamaica, Captain Matthew Haurigan, coal laden from Oswego bound for this port went ashore in the heavy gale Sunday evening, not far from Glencoe, about twenty miles north of Chicago. The captain, his wife, son, and neice and the crew were forced to take to the rigging, where they stayed until Monday morning, when they were rescued by the Evanston life saving crew with their breeches buoy. The Jamaica was built in 1868 by Goble, of Oswego, and received extensive repairs in 1884. She registers 318 tons, is valued at $7,500, and is owned by Thomas Martin, of Oswego. The schooner has been in her present position since about 6 o'clock Sunday evening, subjected to heavy seas, which drove her upon the sand. She was pounding heavily Monday, and Captain Haurigan expected she would go to pieces any moment. Just before dark an inspection was made by the aid of a glass, when the vessel looked as though she had broken amidships, in which event she would not last long. There is no hope of saving her, and vessel and cargo will undoubtedly prove a total loss.

The schooner Green Bay arrived Sunday afternoon from Green Bay with lumber. She was listed over badly on her starboard side when going up the river.

The propeller Minnesota was towed into this port Monday morning by the tugs Lorena and Protection. She arrived outside the harbor about midnight, and let go her tow, the Massasoit, which came to an anchor. The Minnesota became disabled through getting the tow line in her wheel, and drifted up the lake towards Hyde Park, when the tug Lorena went to her assistance and kept her from going ashore until the arrival of the Protection about 5 a. m.

Captains Rounds and Keith completed their survey on the propeller Cuba Saturday, and found that her repairs will cost the insurance companies $4,400. Her engines and steampipes are the worst damaged, and they will require extensive repairs. Her after-cabin and the upper deck are also in bad shape. WILLIAMS.

EAST SAGINAW.

Special to the Marine Record.

The tug Willie Browne, recently condemned by the local inspector, is offered for sale very cheap by the owners, T. H. McGraw & Co., of Bay City.

The barge J. E. Sparrow has gone into ordinary at this port.

The schooner R. J. Gibbs, Captain John Kennedy, has arrived in the river from Buffalo with coal for the A. W. Wright Lumber Company.

The Barge D. H. Keys, of the propeller William Rudolph's tow, has layed up for a trip.

The iron tug Record, Captain William Bates, has been at this port the past day or so cleaning her boiler at the Mayflower mills docks. The Record will make up a tow for Ohio.

The Saginaw River line of steamers are reaping a harvest these days in the excursion business. Passengers ride all day for 25c if they don't leave the boats.

A large number of barge owners are making calculations on lying up their crafts, on their return trip, for a month.

Messrs. Hearewich Bros. & Co., our enterprising clothiers, gave the poor of the city a free excursion on the river line boats on Wednesday last. Over 3,000 passengers were carried, and the example set by the firm should be copied by others.

For several days past the sawyers and other skilled laborers who have been employed in the mills at this end of the river, have been endeavoring to reach an agreement among themselves which might lead to a settlement of the present deadlock between the mill men and their employes, and thus cause a resumption of work and business along the now very quiet river front. A proposition had been made by the skilled laborers as follows: Those who have been receiving more than $1.50 per day have agreed to submit to a reduction of 7 per cent. on all men who are getting more than $1.50 per day for ten hours work. The men working for less than $1.50 per day to have no reduction made. The mill men as a rule seem to look favorably on the above proposition, and the outlook is favorable for the starting of several mills before many days, although several have closed up their mills and sent their horses to pasture.

John Derry, formerly engineer of the C. S. & C. line tug Edwin Eddy, while under the influence of liquor on Friday night, entered the saloon of "Big Bill" Lecks, called for a piece of bread and a glass of beer. Not being waited upon at once, he walked behind the bar, picked up the large butcher knife and began sharpening it on the edge of the counter and tapping the boys on the fingers with the back of it. The proprietor, Bill Lecks, made a grab for the knife, and in his endeavor to to get it away from Derry, cut himself severely. Derry, at once seeing what he had done, tried to apologize, but Lecks went to his money drawer, pulled out a revolvor and deliberately shot Derry in the neck. Derry was taken to the hospital, but the bullet could not be found. The doctor seems to think he will recover if inflammation does not set in, but the right side of Derry is completely paralyzed. Lecks was at once arrested, but was released on $5,000 bail awaiting the result of Derry's injuries.

The fine steam yacht Magna, of Detroit, took a party of eight gentlemen from this city to Lake Superior on Wednesday last. They will be gone ten days. SHAW.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record:

CHAPTER XXVIII.

The most appalling calamity occurring during the season of 1841 was the burning of the steamboat Erie on the night of August 9, off Silver Creek, Lake Erie, and in the same waters where the steamer Washington 2d, was also burned in 1838. The Erie disaster was even more deplorable than that of the Lexington, burned on Long Island Sound, the year previous, as has been recorded in a previous chapter. The Erie came out in 1838, was of 497 tons burden, and was commanded by Captain T. J. Titus up to the time of her loss. She had been in ordinary at Buffalo for a few days to receive fresh painting, and started out at about 9 o'clock in the evening for Chicago, and took fire a few hours later at the point above noted. There were on board about 250 passengers, all of whom were lost save the captain, who was the last to leave the burning boat. The fire took place from some cans of turpentine on the boiler deck igniting, and in the space of eight minutes the hulk sank and was seen no more. On the following morning the steamer DeWitt Clinton, downward bound, came along and picked up a number of bodies and took them to Buffalo. The Erie was owned by C. M. Reed, of Erie, and was one of the finest steamers afloat on the northern lakes.

In 1842 the lake opened at Buffalo March 7, and the Erie canal April 20. That year there were received at the port of Buffalo, up to August 1, 278,897 bbls. of flour, and of wheat during the same time, 386,475 bushels; 10,508 bbls. of ashes; butter and lard, 3,279,188 lbs.

The propeller Vandalia, the first propeller on the lakes, left Oswego on her first voyage to the upper lakes, commanded by Captain Rufus Hawkins, and John Phiatt engineer. She arrived at Cleveland April 23d, and on leaving, ran into the steamboat Livingston, doing considerable damage. She arrived at Detroit the day following.

The steamboat Constitution called at Cleveland April 25, having among her passengers Charles Dickens, the great novelist, en route eastward.

The new brig Annie Winslow, left Cleveland on her first voyage April 18, sailed by Captain Jephtha Nickerson, with James Shooks mate, bound for Buffalo.

The new brig Hoosier was also commissioned this year, sailed by Captain R. L. Crary, with Andrew Robertson mate.

On May 15, the schooner John Richards capsized on Detroit river, one mile below Sandwich, and drowned six of her crew.

The steamboat Commerce plied between Cleveland and Sandusky.

The steamer General Scott was the first to arrive at Buffalo this season, March 7.

The vessels and steamers owned in the Buffalo district in 1842, ending September 3, aggregated 17,193 tons; Cleveland district, 8,671 tons; Detroit district, 11,736 tons.

The quantity of flour, pork and wheat exported from the port of Cleveland during the month of November, 1842, exclusive of shipments by steamboats, was to United States ports: 52,256 bbls. of flour, 423 bbls. of pork, and 69,225 bushels of wheat. To Canada, 12,735 bbls. of flour, 42 bbls. pork. Value of flour, pork, and wheat to United States ports, $197,649. To Canada, same articles, $38,421; total, $236,070.

The whole number of vessels arriving at Cleveland during that month was 115; cleared, 114.

The increase of vessel tonnage on the lakes in 1842 was 2,485 tons; valuation, $124,000.

The total amount of wheat received at Buffalo during the season was 5,489,821 bushels; flour, 745,622 barrels.

The regular line of steamers, plying between Buffalo and Chicago during the season of 1842 were the following:

Bunker Hill, 457 tons, high pressure, Captain D. P. Nickerson.

Missouri, 612 tons, high pressure, Captain Thomas Wilkins.

Illinois, 755 tons, low pressure, Captain Arch Allen.

DeWitt Clinton, 443 tons, high pressure, Captain A. H. Squier.

Chesapeake, 412 tons, low pressure, Captain D. Howe.

James Madison, 630 tons, high pressure, Captain J. McFadyen.

Wisconsin, 700 tons, low pressure, Captain H. Randall.

Great Western, 780 tons, high pressure, Captain A. Walker.

Beside the above regular lines there were others plying on the same route, independent of the combination. The steamer Indiana came out new that year, built at Toledo, 534 tons, low pressure, commanded by Captain J. T. Pheatt; Rochester, Captain T. P. Folger; Sandusky, Captain G. W. Floyd; Buffalo, Captain Levi Allen; General Scott, Captain Ira Davis, (between Buffalo and Detroit only); Ben Franklin, Captain Gil Appleby; Chicago, Captain J. L. Edmunds; Robert Fulton, Captain R. Hart; Red Jacket, Captain C. L. Gager; Constitution, Captain Morris Hazard; Constellation, Captain T. J. Titus; Vermillion, Captain Charles H. Ludlow.

In the month of November, 1842, the Vermillion took fire at Huron and was almost entirely consumed, with the loss of five lives.

The Cleveland remained in command of Captain A. E. Hart and the other appointments were much the same as the season previous. Of the vessels sailing that season a few of the more prominent were as follows:

Brig Ramsey Crooks, Captain B. A. Stanard; brig Alert, Captain Scoville; brig Rebecca, Captain R. Wagstaff; schooner Henry Norton, Captain Charles Marsh; schooner Hiram Pearsons, Captain W. Caverley; La Salle, Captain W. W. Allen; Reindeer, Captain Davidson; Tippecanoe, Captain Richard Moon; Caroline, Captain Thos. Clark; Rainbow, Captain C. Petty; Winnebago, Captain Joe Kimball, beside others which space will not admit noting in the present chapter.

Forwarders at Cleveland, not previously mentioned, were L. M. Hubbey, Hunter Palmer, & Co., B. F. Smith & Co., W. J. Gordon & Co., M. B. Scott, Pease & Allen, A. Seymour. At Buffalo: J. R. Evans & Bro., J. Nottingham & Co., Waring Stockton & Co.

The steamboat Kent (Canadian) plied between Chatham, Detroit and Buffalo, sailed by Captain H. Van Allen, and as previously stated, was propelled by the engine formerly in the Thames. She was 180 tons burden, and was owned by W. & W. Eberts, of Chatham.

The propeller Oswego, built at that port, of 150 tons, came out that year, and with the Vandalia, were the only two on the lakes. She was sunk by the steamer America in Lake Erie in 1852.

The steamer Commodore Barry was wrecked on Lake Ontario in 1842, and the steamer Little Western burned at Detroit.

The steamer Chicago was wrecked on Lake Erie in the fall of that year, and the W. F. P. Taylor on Lake Michigan.

The steamer Milwaukee, built at Grand Island, was dismantled at Cleveland, and placed out of service.

The steamer Lady of the Lake was built at Oswego in 1842 by Geo. S. Weeks, of 425 tons, and with a square engine. She was commanded by Captain J. J. Taylor, and was finally burned in Toronto harbor in 1855.

On the Canada side of Lake Ontario the steamer Chief Justice Robinson, 400 tons, was built at Niagara, also the Welland, of 300 tons. The Mokawk, 150 tons, at Kingston, and the Cherokee, (naval craft), 700 tons, also at Kingston. The Mohawk was transferred to Lake Erie and plied for a time between Buffalo and Port Stanley, sailed by Captain S. S. Hollywood; afterward as a ferry steamer at Detroit, and was subsequently lost in Lake Huron, prior to which she had been converted into a tow barge, and at the time of her loss was owned by J. P. Clark, at Detroit.

Up to this period of navigation no record of losses on the lakes at the close of each year was made out and for several years subsequent, though many casulties occurring during the season were noted at the time. Marine reporters were not around as at present.

Navigation opened at Buffalo in 1843 May 6, the steamer Fairport, Captain Arthur Edwards, arriving, and the Julia Palmer, Captain T. J. Titus, departing on the same date. The steamer New England, Captain W. W. Brown, arrived also at the same time.

The Erie canal opened May 1, Mackinaw Straits were clear May 7. The steamers Bunker Hill and Julia Palmer were the first to pass through, bound westward.

There was a change of masters of steamers, several promotions taking place, as follows: Constitution, Captain Forbes; James Allen, Captain F. S. Wheeler; Franklin, Captain Clark; Columbus, Captain H. Whitaker; New England, Captain W. W. Brown; Julia Palmer, Captain T. J. Titus; Illinois, Captain C. Blake; Nile, Captain Arch Allen; Chesapeake, Captain Howe; Red Jacket, Captain S. L. Gager; St. Clair, Captain Chas. Burnett; North America, Captain J. L. Edmunds; General Harrison, Captain S. F. Atwood; DeWitt Clinton, Captain A. H. Squier; Waterloo, Captain J. W. Lewis (plied between Buffalo and Niagara Falls); Cleveland, Captain A. E. Hart; Great Western, Captain A. Walker; James Madison, Captain J. McFadyen; General Scott, Captain Ira Davis; Missouri, Captain T. Wilkins; Bunker Hill, Captain C. C. Stanard; Constellation, Captain Morris Hazard; Lexington, Captain F. N. Jones; Commodore Perry, Captain D. Wilkeson; Indiana, Captain J. T. Pheatt; Champion, Captain E. B. Ward; Thomas Jefferson, Captain T. J. Richards; General Wayne, Captain A. D. Perkins; Buffalo, Captain Levi Allen; Wisconsin, Captain H. Randall.

There was a lake steamboat combination in 1843, consisting of two lines, one of which was between Buffalo and Detroit, calling at way ports, with daily departures and arrivals, and between Buffalo and Chicago on alternate days. The fares were slightly reduced from the previous season. Cabin passage, Buffalo to Chicago, $15; steerage, $7. Between Buffalo and Detroit, also Toledo, cabin, $6. The basis of the combination was similar to those of former years.

There were upon the lakes forty-four lighthouses and beacons, consuming annually 10,000 gallons of oil. The contract for furnishing oil for the United States lighthouses was given to Hewens & Fisher, of Boston, and D. Fisher, of Egarstown, at 58c. for winter, and 51c. for spring oil. These forty-four lighthouses and beacons had 480 lamps, each requiring 27 gallons of oil annually. Each steamboat consumed 100 gallons or three barrels a month for her machinery, lights, etc., which was 750 gallons for the season and an aggregate for steamers of 18,750 gallons. The number of sail craft in commission at that time was about 300, which consumed 6,000 gallons, making a total used on the lakes, including lighthouses, etc., of 33,930 gallons.

The steamer True Britton, of Coburg, and America, Captain Twohy, of Toronto, arrived at Rochester, April 11, the first of the season.

The last link of the railroad from Buffalo to Albany was finished in the winter of 1843, and the Michigan Central extended to Jackson.

During the winter the steamboat Sandusky, laid up at Buffalo, was set on fire by some unknown miscreant, and almost totally destroyed. In the spring she was rebuilt and converted into a full rigged bark, with Captain Charles Marsh in command.

The schooner Express, Captain Atkinson, arrived at Cleveland from Vermillion, April 17, the first sail arrival of the season.

Outside of the steamboat combination there were several independents which established rates to their own liking, resulting in the reduction of fares. On the North river passengers were carried from Albany to New York for 50c., and from Buffalo to Detroit for $3.00.

The brig Rocky Mountains was the first vessel to make the first round trip between Buffalo and Cleveland that season.

The first passage through Welland canal was on May 3 by two vessels, en route to Cleveland. They met with considerable ice on Lake Erie.

A FASCINATING NOVELIST.

KEOKUK, IA., July 31.

To the Editor of the Marine Record:

I arrived here safely, after a passage on the lightning Gem City, which boat, cracking her cylinder, put back for St. Louis for repairs.

Unless you have been situated as I am at the present time you will not fully understand how cheering was the telegram from the MARINE RECORD, and the river men here are talking of nothing else only the misfortune that has followed "The Second Engineer."

Keokuk, known in the nomenclature of cities as the "Gate City," is noted for several things, among which is the fact it is the toot of the Des Moines canal, was at one time the home of General Wm. W. Belknap, Ex-Secretary of War, and of Miss Sue Harry Clagett, the famous Iowa novelist. There is something fascinating in the life of a great person; a fascination that has caused me to be an ardent admirer of biographical history, and we like to know how great people eat, sleep, and look; in fact, we wonder if they are like ordinary mortals, or do they dwell in an Utopian sphere beyond the reach of sorrow. Miss Sue Harry Clagett (she is married now), is famous, her novel, "Her Lovers," published a few summers ago, having set the literary world in a furore of excitement, and caused the banner of greatness to float aloft o'er the brow of the gifted authoress. I made a brief sketch of the lady's life, wrote her a letter of congratulation, and finally, being in this city, concluded I'd call on her; realizing, or trying to realize the mighty sensation it would create when genius should meet genius; when two minds, with kindred thoughts, should commune in language such as you read of as being used by persons of culture. I was striker on the Dubuque, working for one dollar a day. I paid a boy a day's salary to show me where the authoress lived. Miss Clagett, by the way, in her writings, displays profound learning, and she leans toward the deeper thoughts of philosophy and metaphysics. With this serious fact before me, I determined to set aside my identity as an engineer (a poor one at that, so the chief said), and show only the literary side. With timidity I rang the bell, which was responded to by a handsome lady of about thirty; a lady slightly above medium height, though slightly built, fair in complexion, with hair and eyes as black as night.

"Is Miss-er Clagett at home?" I stammered.

"Yes, she's at home. Won't you walk in?"

"Yes'm. May I see Miss Clagett?"

"Why, certainly. In fact, you are looking at her now."

"Are you Miss—— Excuse me. Here's my card. I'm the gentleman who wrote that sketch of you for the Herald."

"Are you, indeed? I am delighted to see you. Come in and I'll call mamma, that she, too, may thank you."

I walked in and, taking a seat upon the velvet sofa, prepared to overwhelm this great literary star with my erudition. After the formalities of an introduction had been gone through with, I opened the battery of intellectual conversation by the suggestion that her home seemed so well suited to deep and philosophical writing.

"Very true, as you say, we have a delightful home here, and we have such a nice garden, and I don't know how many of the sweetest little yellow chickens. Won't you come out and see them?"

Great guns! Think of it, will you? A writer whose essays in the Nation had stirred the political world to its center. Think of a famous novel writer, whose pathos had melted thousands to tears, talking to a fellow writer about chickens, and gardens, and other trivial affairs, such as ordinary people talk about. Why, it took all the big words out of me, and ended by my making a clean breast of the whole thing, and I told her all about the boat, how much fuel we burned, how much wages I received, and in fact, all about it. That settled it, and taught me that writers were just like other people. So I trust, any of the readers of the RECORD who desire, will not be afraid to speak to me because of my literary fame.

My history of rafting upon the Mississippi river will be commenced in next's issue. Send all mail here.

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